

Printers' Ink, the little echo  
master of advertising, says:  
It is claimed for the Washington  
Star, and probably truthfully  
claimed, that no other newspaper  
in the country goes into so large  
a percentage of all the houses  
within a radius of twenty miles  
from the office of publication.

## MOUNTAIN TRAVEL

The Rocky Road From Price to Fort  
DuChesne.

### HOW A TEAMSTER HANDLES MULES

Passengers Invariably Carry Their  
Hearts in Their Mouths.

### TROOPER JENKINS DRIVES

Staff Correspondent of The Evening Star.

FORT DUCHESNE, Utah.  
TROOPER WILLIAM  
Jenkins was preparing  
to start for Fort  
DuChesne, when a  
passenger dropped  
off a Rio Grande and  
western train at the  
little town of Price.  
It was 7 o'clock of a  
January morning,  
and, as might be ex-  
pected, the atmos-  
phere was chilly.  
The passenger's des-  
tination was Fort  
DuChesne, and before the lights on the  
rear coach were whirled to invisibility in  
the snowy gloom arrangements were made  
by which the newly arrived should journey  
to the post, more than ninety miles dis-  
tant, behind four of our Uncle Sam's  
mules, with Trooper William Jenkins at  
the helm, so to speak.

Comfortable as railroad travel is in these  
days, it becomes wearisome when pro-  
longed, and it necessarily is monotonous  
when one makes an unbroken trip from  
Washington to central Utah. The diversified  
surface of those portions of Virginia,  
Kentucky, Indiana and Illinois traversed  
by the C. and O. are unquestionably pleas-  
ing to those who appreciate the pictur-



A Hard Climb.

que; the rich farming lands of Iowa and  
Nebraska, tapped by the Burlington, at-  
tract by their evident fertility and their  
extensive; the scenic magnificence dis-  
played along the entire route of the Den-  
ver and Rio Grande and the Rio Grande  
and Western compelled admiration from even  
the travel hardened; yet when you have  
lived on a succession of trains for four  
days (common as such journeys now are)  
you gladly welcome the change which sub-  
stitutes mules for locomotives and moun-  
tain roads for rock-ballasted steel tracks.  
Not because an army ambulance is the em-  
bodiment of vehicular perfection, nor be-  
cause of any especial virtue in mules as  
motive power, but because you are not  
bound down to an express schedule, and  
will be privileged to associate closely with  
air that has not been warmed over several  
times, and with mountain scenery not  
enjoyed by those travelers who patron-  
ize railroads exclusively. Then, too, you  
exchange the risks of collision for the risks  
of an upset, and you gain by the transfer.  
For, as the old driver said: "If the  
coach should happen to upset, why, there  
you are; but if the cars run off the track,  
where are you?" But the probabilities of  
returning have been reduced to the min-  
imum as to army ambulances, for the drivers  
are carefully selected nowadays, and  
there was no mistake made when the au-  
thorities issued a license to drive mules to  
Trooper William Jenkins of F of the Ninth  
Cavalry.

Sometimes an error occurs. During the  
fine ridge campaign of 1890-91 a private  
of the Ninth Cavalry was driving an am-  
bulance, in which were two of his officers.  
The road was very icy in places, particu-  
larly on shady side hills. The driver who  
knew how to drive always gets over such  
spots with all reasonable rapidity, and  
sometimes more speedily, and thus avoids  
the sliding of the hind wheels. But this

particular driver was over-cautious, and  
although repeatedly warned that safety  
was to be found in motion, continued to use  
the brake with more of freedom than good  
judgment. The result was an upset and  
two badly bruised officers, one of whom  
now dead—drank the entire army in  
his powers of sarcasm.

"Well, sir, I couldn't help it; I was don't  
the best," I knowed how," mumbled the  
driver when the ambulance was once more  
on its wheels.  
"That's all right," replied the lieutenant;  
"you are in no sense responsible. No one  
can possibly blame you." And then, as a  
relieved look spread over the driver's face,  
he added: "Your Creator never intended  
you to drive an ambulance; He meant you  
to shovel dirt."

There are worse roads.  
Now, it should not be imagined that the  
road from Price to Fort DuChesne is the  
worst in the country. It cannot be com-  
pared with many of the trails that are  
common enough in the mining regions of  
Idaho, and is not worthy of mention on the  
same day as some of the select roadways  
in the Rocky mountain section of British  
North America, but it is bad enough to dis-  
courage the most enthusiastic Good Roads



Almost Over.

Association, and it should be avoided by all  
persons who suffer from heart disease.  
There are bad roads in Virginia, and even  
Maryland is not free from reproach, but  
the vilest of Washington by-ways would be  
preferable to the highway from Price to  
DuChesne because mountains and canons  
are scarce, and the road is not so rough,  
and the chances for mishap are few.

For sixteen miles from Price the objec-  
tionable features consist mainly of snow  
drifts, but as soon as Soldier canon is  
reached there are icy sidehills and mis-  
placed rocks and sharp turns, and all man-  
ner of devices with which to worry the  
short curvy and proceed down hill in a  
crab-like fashion which, metaphorically,  
sends your heart into your mouth with such  
force that you feel sure that only your  
tightly-clenched teeth prevent that useful  
organ from forsaking you and rolling into  
the starboard bow of the vehicle, just be-  
hind the driver's seat. Slowly but with  
wheels slide forward, and then you wonder  
what considerations could possibly have  
led the driver to associate closely with  
William Jenkins as a four-line driver; you  
are satisfied that somehow or other he is  
a product of the snail system and you  
the hind wheels sliding the while once  
more pledge yourself to the cause of civil  
service reform should you be spared to  
the moment when the near wheels are  
whiplash cracks like the report of a pistol,  
and the team straightens out so quickly  
that all present danger of collision between  
the leaders and the rear end of the am-  
bulance is averted. Once more the whip  
cracks and the big wheels—with a bound  
that threatens to drop us to the creek bed  
fifty feet below—jump into a rut which,  
rough though it was, was welcome as  
springtime blessings. Then you lose your  
dental grip upon the left ventricle and  
swallow your heart, at the same time  
silently apologizing to Trooper William  
Jenkins for ever having entertained even  
the most infinitesimal doubt as to his  
skill.

Rough Traveling.  
But your faith is not long permitted to  
rest in peace, for precisely at a point where  
the downward perpendicular view is with-  
out obstacle for a hundred yards or so the  
off wheels sink into a deep depression at  
the moment when the near wheels are  
perched high and dry upon an uncon-  
promising rock. There does not appear to  
be any good reason why the rock should  
not be on the outside of the extremely nar-  
row trail; were it so, then a tip over would  
be nothing more than a trifling tumble in  
the snow on the upper hillside, but as it is  
the outlook is gloomy. Shifting the center  
of gravity as much as possible you once  
more find yourself losing confidence in  
Jenkins, mainly because he won't move as  
far to the left of his seat as you have, but  
as a reasonable equilibrium is restored you  
conclude, as you disentangle your heart  
stirred from your teeth, the familiarity  
with the road has given to Jenkins assur-  
ances of safety not vouchsafed to the  
newcomer. At this point you extract a  
great deal of comfort out of the fact that  
a short distance ahead of you is the place

where but a day or so before a horse slip-  
ped, a wagon was overturned and the  
driver was killed. You see the spot when  
you are far above it, you note the distur-  
bing condition of the snow, you remember  
that the unfortunate teamster's head was  
crushed and you guess at the rock with  
which he so fatally collided. Then a mule  
slips and another one tumbles over a pro-  
jecting stone. You are decidedly of the  
opinion that either Jenkins or yourself will  
be sacrificed then and there, and you wish  
only hope it will be Jenkins, because he  
does not appear to be concerned at his sur-  
roundings, being intent on basting his off-  
wheeler with a strap; the animal having  
given evidence of indifference to both the  
light whip and requests to "git epp." But,  
beyond a marked increase in the off-wheel-  
er's gait, nothing happens and you re-  
state Jenkins on his Jehuistic throne, with  
an unexpressed hope that length of days and  
a successful return be his. Strangely enough,  
though, you find yourself rather eager at  
times to take the lines, so as to make as-  
surance doubly sure, and when the mules  
trot smartly around a perilous road curve  
dragging the ambulance down to what  
looks like inevitable destruction—you are  
inclined to question the accuracy of the  
estimate of Jenkins and you accuse your-  
self of overhaste in a matter of importance  
that did not call for a hurried conclusion.

### Not Wide Enough for Two.

There are places in Soldier Canon where  
the road is wide enough to admit of two  
teams passing each other, but those "turn-  
outs" are really of no consequence because  
fate has ordained that no teams shall  
meet there nor overtake each other there.  
As a rule they come together in the nar-  
rowest parts of the trail and thus conduce  
to profanity of the wildest and wildest  
varieties. If the opposing wagons are heav-  
ily loaded and at the same time are near  
to turning over, once we defied the com-  
monly accepted laws of gravity, yet  
survived, much to the astonishment of the  
spectators, the contest was decided by  
up the side hill in front of and above the  
obstructing teams and then slide down so  
to the tail gate of the rear wagon and  
to eternity. This is a shrill waile, and is  
tiresome of humor. For a change we  
had a nice stretch of dusty road, succeeded  
by a mile with icy boulders, frequently  
so arranged as to interfere with frequent  
as possible with hoofs and wheels. No  
matter what the condition of the road was  
phenomenally silent. The average di-  
rector of mules is given to boisterousness  
and the fluent use of language abounding  
in expressions that to the uninitiated seem  
harsh and improper. But Trooper Jenkins  
was not of that class. An occasional "get  
epp," once in a while a shrill whistle, an  
infrequent crack of the whip and a more  
frequent application of the strap to the  
more convenient portion of the off-wheel-  
er's anatomy were the driver's only con-  
tributions to the sounding harmonies of  
the excursion. And so it is with most  
mule drivers, and the strictest discipline  
for the sensitive natures of army officers,  
all army teamsters have been taught to  
restrain, even when sorely tempted, from  
the fluent use of language. Jenkins was  
easily acquired by the meekest of natures  
when compelled to associate with mules,  
and the army officers were strictly enforced,  
even on long marches and during ex-  
pansions; whatever swearing seems to be  
necessary is done either by the quarterm-  
aster or by civilian wagon masters  
hired for that special purpose.

### The Trail Improves.

Thirty-five miles from Price is Lee's  
ranch carved out of the bottom of a canon,  
in which the sun's opportunity for shining  
is so limited that you wonder how any  
kind of agriculture can possibly succeed,  
yet the crops are invariably raised, and  
in conjunction with proper use of grazing  
facilities, men and women make out what  
they regard as satisfactory existence. You  
stop at Lee's for the night, and in the  
morning you start out with a new stock of  
hope and fears in which Trooper Jenkins  
figures conspicuously. For awhile there is  
modest repetition of the experiences of the  
previous day, but there is steady diminu-  
tion of ice and a marked decrease in the  
number of boulders; of snow there is al-  
ways a sufficiency and sometimes a super-  
abundance. The road forsakes the moun-  
tains as frequently as possible, and the am-  
bulance is often running on all four wheels  
at one time.

In the west of the post, fourteen miles, is  
the DuChesne bridge, where, under ordi-  
nary circumstances we would have camped  
for the night—forty miles a day is enough  
for government mules—but waiting at the  
bridge, with a light wagon and a quartet  
of fresh mules, was Capt. Day of the Ninth  
Cavalry, the "Daisy," so well known to  
be in the army. The welcome he extended,  
heartily though it was, was no warmer than  
that given a couple of hours later by Col.  
Randlett, commanding Fort DuChesne.  
And Trooper William Jenkins, the cleverest  
of mule drivers! He remained at the  
bridge until the next morning, when he  
rattled into the post as modestly as an  
amateur. It is probable that some of the  
fancy coaching "whips" would outshine the  
ninth cavalry driver at a horse-show exhi-  
bition, but I wouldn't trust the best of  
them with my transportation from Price to  
DuChesne. Should I ever make that trip  
again I want Jenkins to do the driving.  
GEO. H. HARRIES.

### A Striking Change.

From the Chicago Record.  
"But, papa, things have changed since you  
were young."  
"Yes, they have; folks used to wait fifty  
years for a golden wedding, and now they  
demand it at the start."

## REAL ESTATE GOSSIP

Some Changes in the Regulations  
Relating to Subdivisions.

### DECREASE IN ALLEY HOUSE BUILDING

Various Building Enterprises That  
Are Now Being Considered.

### HANDSOME HOMES

The inequalities of the recent amend-  
ment to the general orders relating to the plat-  
ting and subdividing of ground, and the  
many hardships it would work upon certain  
property holders, whose land, or a portion  
at least, would be rendered practically value-  
less, became apparent to the Commissioners  
by reason of the many protests received  
from interested citizens. So they once more  
amended the general orders.

According to the first amendment, all  
property subdivided must have sixteen feet  
front to each lot, with the regular provision  
for light and ventilation in the rear, as re-  
quired by a building regulation. It was  
pointed out that an owner whose property  
fronted thirty-one feet could only get one  
lot out of the ground, the remaining fifteen  
feet being of no consequence. When this  
amendment was published the Com-  
missioners were deluged with protests and  
complaints. They listened to arguments ad-  
vanced by counsel, and finally concluded  
that the amendment was a hardship in cer-  
tain cases, and the number of such cases  
was sufficient to call for a further amend-  
ment.

So they agreed to limit the minimum width  
of lots to sixteen feet, but allowed the de-  
signations of any remaining land not less than  
twenty feet front as a lot. This disposed of  
many knotty problems. But they went fur-  
ther, and provided that where an owner  
had a piece of ground not less than twenty-  
four feet front he could subdivide it into  
two lots.

To offset these concessions, however, the  
Commissioners ordered that no land should  
be subdivided in the future less than fifty  
feet deep, except where such lot abutted on  
two streets. The object of this amendment  
is to prevent the subdivision of a large lot  
into small lots, and to prevent the subdivi-  
sion of a large lot into small lots, and to  
prevent the subdivision of a large lot into  
small lots.

### Houses in Alleys.

It has been considerably over a year now  
since the ordinance was passed limiting the  
building of houses in alleys, and from that  
time the records of the building inspector's  
office show not over a dozen permits issued  
for alley houses. The regulation, it will be  
recalled, provided that no house should be  
built in any alley unless the latter was at  
least 30 feet wide, and had a direct outlet  
to a street. Now, there are any number of  
alleys in the city 30 feet wide, but, strange  
to say, there are comparatively few that  
have direct communication with a street.

### Fire Escapes on Buildings.

There is great rejoicing in the office of the  
building inspector over the promptness with  
which the owners of buildings are comply-  
ing with the regulations governing the erec-  
tion of fire escapes. A short time ago the  
Commissioners repealed that section of  
the regulation which required a stand pipe  
to be erected on every building over three  
stories high. The repeal was a result of the  
fact that the stand pipe was found to be  
unnecessary, and that the fire escape was  
found to be sufficient. The repeal was a  
result of the fact that the stand pipe was  
found to be unnecessary, and that the fire  
escape was found to be sufficient.

### The New Regulations.

It was found that meeting once a week  
was not productive of much speed in com-  
pleting the new building regulations, and  
the building commission is meeting every  
other day now, and hope to have the regu-  
lations ready to submit to the commission-  
ers in about a fortnight. It may be said  
that thus far there have been no material  
changes in the regulations recommended by  
the building inspector, and heretofore print-  
ed in The Star.

### Some Building Plans.

Inquiries are now being made every day  
at the building inspector's office for in-  
formation concerning new houses. Perhaps  
the most important feature of the week at  
the inspector's office was the visit of a  
prominent architect from Brooklyn, N. Y.,  
who is also a big speculator. He came to  
see the inspector on the subject of a new  
time discussing the building regulations. He  
finally stated that he was from the city of  
churches, and his inquiries were based upon  
a desire to inform himself as to the condi-  
tion of affairs preparatory to building three  
apartment houses in the northwest, each  
one to be 45 feet front by 75 feet deep, and  
each three stories high. He took a great many  
notes, and departed with the remark that  
the office would hear from him shortly.  
An inquiry has been received from Mr.  
W. W. Thomas of Athens, Ga., who is un-  
derstanding to be one of the wealthy men  
of the south, in which he expressed a desire  
for all information concerning the erection  
of a handsome dwelling which he contem-  
plated erecting on the corner of 17th and  
G streets. The architect, who lives in  
Atlanta, is at present in the city, and will  
front forty-seven feet on 17th street.

### A Business Improvement.

A business improvement of importance is  
to be made shortly by Mr. Seaton Perry.  
He has leased the building adjoining on  
the east, his establishment at the corner of  
Pennsylvania avenue and 11th street, and is  
contemplating the erection of a new build-  
ing, for the remodeling of that building,  
so as to make it a part of the present  
establishment. The floors and front will  
be taken out, a new front will be erected,  
and the new building will be built on the  
lot in the main building. When the al-  
terations are completed the floor space of  
this large establishment will be more in  
proportion to the business transacted than  
has been the case.

### Col. Siebert's Residence.

A commodious lot has been purchased by  
Col. Siebert on the east side of 18th street  
between N and Massachusetts avenue. It  
is the intention of the purchaser to erect a  
residence on this site during the coming  
season, and it will be an addition to the  
neighborhood, which is already adorned by  
a number of handsome homes.

### Said to Be Senator Elkins.

It is understood that since the auction sale  
during the past week of the property at the  
northwest corner of 17th and I streets, for-  
merly occupied by the University Club, a  
proposition has been made on the part of a  
syndicate looking to the acquisition of the  
site for the erection of an apartment house.  
It is also said that a wealthy man contem-  
plating buying the property and building  
there a handsome home for his own use.

## SENIOR ELKINS' NAME HAS BEEN MENTIONED IN CONNECTION WITH THIS LATTER RUMOR.

### Senator Wolcott's Library.

Plans have been prepared by Hornblower  
& Marshall, architects, for a library build-  
ing to be erected by Senator Wolcott at  
Colorado, on the lot which he recently pur-  
chased adjoining his residence, 1221 Con-  
necticut avenue. The new building will be  
30x40 feet, and will be connected with the  
house by a covered passageway of iron and  
brick.

### Mr. King's Residence.

A residence will be erected by George A.  
King, on 25th street near G. According to  
the plans prepared by James G. Hill, archi-  
tect, the house will have a frontage of  
twenty-five feet and will be three stories  
in height. Brick and stone will be used in  
the construction of the front and the gen-  
eral design will be colonial. A circular bay  
window will terminate in an open balcony  
of the second story. The interior finish of  
the first floor will be oak.

### Some New Buildings.

A two-story brick house is to be erected  
on H street between 25th and 21st streets  
northwest. H. C. Kidwell is the architect  
and builder.

### A Two-story Frame Cottage Is to Be Erected by Mr. C. W. Mattingly, on the Rock Creek Road.

Six one-story stone buildings are to be  
erected on C street between 10th and 11th  
northwest, for William Dodge, from plans  
prepared by A. B. Mullett & Co., archi-  
tects.

### N. C. Haller, architect, has begun the erection of a 3-story and basement residence on the west side of New Hampshire avenue between 11th and 12th streets.

The front of the building will be built  
of Indiana limestone and buff brick.  
The entire roof will be covered with  
colored Spanish tiles. On the parlor floor  
there will be a large lobby, on the left of  
which will be the reception room, and on  
the right will be the dining room. In the  
rear of the lobby will be the stair, hall and  
library combined, back of which will come  
the dining room and kitchen. The second  
and third stories will each contain six  
chambers and bath, toilet and lavatory,  
each being in separate apartments. The  
basement will contain a large billiard room,  
boiler room and breakfast room and pantry.  
The building will be heated by hot water,  
and be lighted by incandescent lights and  
have modern conveniences.

### IN LOCAL STUDIOS.

Those who have visited Veerhoff's during  
the week have found the gallery turned in-  
to a very garden of blossoms, and filled with  
the work of summer by the water colors  
of Paul de Longpre, who by thirty years'  
study devoted exclusively to flowers has  
placed himself among the foremost painters  
in that branch of art. Many are familiar  
with reproductions of his sketches in color,  
but Washingtonians have never before had  
an opportunity to gain a comprehensive  
view of his work, and the artist's native  
country, on the recommendation of such  
masters as Meissonier, Bouguereau, Ger-  
ome and Bonnat. These who do not be-  
lieve in flower painting, among the high-  
est forms of art must at least acknowledge  
that Mr. Longpre has recognized his great-  
est possibilities, and has made a higher  
plan an art now too much given over to  
amateurs. The exhibition will last through  
the early part of next week.

Miss Susan W. Kelly is about to com-  
mence a portrait of Cardinal Saisioli for the  
Catholic University, and a companion piece  
to her recently finished one of Cardinal  
Gibbons. The latter, painted for a reli-  
gious house in Baltimore, is a full-length  
figure, rendered more striking than the  
portraits usually are by the strong note of  
color in the cardinal's robe. A pretty head  
of little Frances Lamont is progressing  
rapidly. Miss Kelly has sent something in  
water color work to the Cosmos  
exhibition.

George F. Gibbs is occupied principally  
with black and white illustrations, and  
aside from the work which he has sent to  
the coming exhibition has done little work  
in color lately, except some clever com-  
position studies for the sketch club.

A portrait of Col. Denver and one of Col.  
Wes of Maryland have been claiming  
most of Mr. F. E. Fisher's time. He has  
found leisure to finish a small canvas of  
some country youngsters gathering chest-  
nuts for the exhibition opening at the Cos-  
mos Club. Mr. Fisher has just started an  
ideal figure of Christ.

The pictures which Edward Helmeck ex-  
hibited here a week or so ago will in all  
probability be shortly sent to New York to  
be placed on exhibition.

At Adelaide Johnson's studio a bust of  
Mrs. Richmond, well known in spiritualistic  
circles, is nearing completion. One of the  
strong portraits by Miss Johnson is that of  
Dr. Newton Bateman, formerly a student  
of Knox College, the man who sent the  
second message over the Morse tele-  
graph line from here to Baltimore.

### THE REPUBLICAN CAMPAIGN.

#### Formation of a Congressional Committee Already Agreed Upon.

The joint republican caucus has adopted  
the usual resolution as to the forma-  
tion of the congressional campaign com-  
mittee, providing for one member from each  
state represented by a republican in either  
branch of Congress. The following selec-  
tions have been announced: Connecticut,  
Representative Russell; Illinois, Represen-  
tative Cannon; Iowa, Representative Hull;  
Kentucky, Representative Colson; Montana,  
Representative Hartman; New York, Rep-  
resentative Sherman; Ohio, Representative  
Bromwell; South Dakota, Senator Pettigrew;  
Utah, Representative Allen; Arizona,  
Delegate Murphy; Oklahoma, Delegate  
Flynn; Idaho, Representative Wilson; In-  
diana, Representative Overstreet; Kansas,  
Representative Long; Massachusetts, Rep-  
resentative Amesley; New Hampshire, Sen-  
ator Gallinger; North Dakota, Represen-  
tative Johnson; Pennsylvania, Representative  
Reynolds; Tennessee, Representative Tamm;  
Texas, Representative Davis; Virginia, Rep-  
resentative Miller; New Mexico, Delegate Catron.

### SUICIDE OF A MISER.

#### Death of a Wealthy Chicago Broker From a Self-inflicted Wound.

Almus Butterfield, fifty-five years old, a  
well-known country merchant of Chicago,  
and reputed to be worth at least \$200,000,  
attempted suicide yesterday by cutting  
his throat. He succeeded in inflicting a  
fatal wound. The deed was done in his  
sleeping room at 178 South Water street,  
over his store. Though Butterfield was  
possessed of sufficient wealth to live in lux-  
ury, his room was almost bare, the furni-  
ture consisting of several dust-covered  
trunks, a rickety table, where he transacted  
his business, and a bed without even  
covering except some cast-off clothing.  
Here he had lived for a dozen years. But-  
terfield died a few hours later at the county  
hospital.

### As Usual.

From the Claimant (N. Y.) National Eagle.  
Agatha—"Charley is tickled with his new  
mustache, isn't he?"  
Marie—"Yes, (with a little blush) not  
half as much as I am."

## The Queen of All Cream Crackers.

Try as you may, you'll find none that compare with  
"LONDON CREAMS." They're prepared especially  
for those who wish something CHOICER than the  
average soda or cream cracker. The purity of their in-  
gredients and the great care exercised in their prepara-  
tion, stamps London Creams the "queen" of all Cream  
Crackers.

## "London Creams"

Are most deliciously light and flaky. Always crisp and  
fresh—with a flavor that distinguishes them above all  
crackers of their class and makes them popular in "best  
homes" everywhere.

"LONDON CREAMS" are round, with the name  
stamped on top of each. ALL GLOBE TEAS  
HAVE THEM. Insist that you get "London  
Creams"—always.

THE NEW YORK BISCUIT COMPANY, Wholesalers

### THE CONTINENTAL CONGRESS.

#### Daughters of the American Revolution Complete Their Work.

The Continental Congress of the Daugh-  
ters of the American Revolution closed at  
a late hour last evening, after four days  
of lively sessions. Prior to the adjourn-  
ment the delegates completed the list of  
vice presidents general by the election of  
Mrs. Lindsay of Kentucky and Mrs. Mary  
Sawyer Poole.

Both the afternoon and the evening meet-  
ings were devoted to business, as there were  
many details remaining to be cleared up  
before the work of the congress could be  
regarded as complete. At the afternoon  
session Mrs. Slocum of the committee on a  
national hymn, urged the daughters to  
choose the words, and call upon prominent  
composers to submit appropriate music.

The general sentiment, however, was that  
"The Star Spangled Banner" already fills  
the bill, and a resolution was adopted ask-  
ing Congress to recognize it officially. An  
effort to secure the favor of the society for  
a proposed change in the position of the  
stars in the flag also failed. The proposi-  
tion to erect in this city a Colonial Hall, at  
a cost of a quarter of a million of dollars,  
was also considered at length, but no de-  
cision was arrived at.

During the evening Mrs. Hinkle of Ohio,  
one of the vice presidents general, offered  
a series of resolutions, urging the Congress  
to urge the passage of a bill for the pur-  
chase and improvement of certain battle-  
fields of the Revolutionary war, including  
Fort Mifflin, the battlefield of Fallen Tim-  
bers, Fort Mifflin and a piece of ground at  
Put-in-Bay. Over 2,000 American soldiers  
killed in the war of 1812 and the cam-  
pains against the confederated Indian  
tribes and their English allies are buried  
at these places on private ground, entirely  
unprotected and unmarked. The resolu-  
tion was adopted, as was another in-  
structing the president general to appoint a  
committee to urge the passage of this bill  
before Congress, and a strong delegation  
will remain in Washington after the ad-  
journment of the congress of the Daughters  
to look after this matter.

In a pretty speech, presented the daughters with a gavel from  
the Spirit of '76, published in New York.  
It is made of part of the foundation beam  
of the old Francis tavern in New York  
city, where Washington held his generals  
forever after the evacuation by the Brit-  
ish.

At 11:45 o'clock Mrs. McLean moved to  
adjourn until 1897.

### ACTION OF THE SENATE.

#### French Legislators Protest Against Violation of Their Rights.

The French senate yesterday, by a vote of  
104 to 60, adopted a motion protesting  
against what it characterized as a viola-  
tion of its constitutional rights. The mo-  
tion adds that the senate does not wish to  
suspend legislative action, and, there-  
fore, will continue to examine any proposals  
submitted by the cabinet.  
The general opinion in Paris is that the  
political crisis has been ended more acute  
than in Washington after the adjourn-  
ment by the second vote of confidence passed  
Thursday by the chamber of deputies.  
A few of the newspapers think that the  
senate will yield under the fact that re-  
vision of the constitution might result in  
the abolishment of that body.  
The conservative organs declare that the  
cabinet's victory leaves the whole constitu-  
tion into question.

### Something New for the Bicycle.

A neat and novel device for a wheel-  
man's costume has been devised by Mrs.  
Alice Nash of Minneapolis. As an ardent  
bicyclist, she weighed the merits of bloom-  
ers and short skirts and found them sepa-  
rately wanting. But in a combination of  
the two she attained a costume at once  
neat and practical.  
There is a short skirt, reaching to the  
shoe tops, with nine-inch bloomers at-  
tached to the hem and gathered in just  
above the knee. The skirt is made of  
all the appearance of a modest skirt, while  
the bloomers give freedom, fold the skirt  
in place while on the wheel, prevent the  
wind from blowing the skirt up and keep  
off the dust.

### SAY—LOOK HERE!—AFTER YOU DECIDED TO TRY THE YALE WHO DIDN'T YOU DROP THAT POSTAL? FORGOT? WELL, DROP IT NOW, AND WAGONS WILL CALL MONDAY! ALWAYS READY FOR YOUR BUNDLE—LET IT COME.

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